

2. REGULATORY CONTEXT



2.0 INTRODUCTION

The following sections address the zoning requirements and describe how the Project complies with those requirements, specifically addressing the housing and Innovation Space programs. This section also outlines the anticipated review and approval process for the Concept Plan Amendment and the individual Project Components as the design advances through Design Review Submission. Lastly, this section outlines the criteria for approval pursuant to Sections 12.35.3(3) and 19.25 of the Zoning Ordinance, and consistency with the KSURP.

CHAPTER UPDATES

The following section summarizes minor refinements to this Chapter since the Approved Concept Plan.

Retail/Active Ground Floor Uses: The existing building located at 325 Main includes approximately 42,300 square feet of existing retail GFA on the ground level, and one level below ground. As a component of the Project Change, Commercial Building B proposes to replace and reconstruct approximately 42,300 square feet of retail GFA, all or the majority of which will be located on the ground level, and one level above ground. A portion may remain at one level below ground. The Project Change will therefore not only result in a net increase of enhanced retail GFA as compared to the Approved Concept Plan, but all or the majority of the reconstructed retail space at 325 Main Street will be located above grade, making the retail space more attractive to potential tenants, and better activating the public realm and the existing retail corridor along Main Street and the Kendall Plaza.

Open Space: The Project Change proposes to shift approved commercial GFA associated with Commercial Building B from 250 Binney Street, to 325 Main Street. As a result, the Project Change no longer proposes approximately 25,658 sf of open space enhancements documented in the Approved Concept Plan and associated with 250 Binney Street and Commercial Building B. With the relocation of Commercial Building B to 325 Main Street, the Project Change will focus on preserving and enhancing the existing open space within the area of 325 Main Street. In this regard, it should be noted that Section 14.71.3 of the Ordinance provides that there is no open space requirement for any individual lots within the Ames Street District (ASD) as long as they district public open space requirement in Section 14.42 is met, and there exists within the ASD a minimum of 53,000 square feet of public open space.

As documented in Table 2-1, the Concept Plan Amendment will meet the MXD district open space requirements required by Section 14.42.2, and will result in approximately 63,064 square feet of open space within the ASD.

Parking: The Project will increase capacity to accommodate up to 413 additional vehicles within the MXD. The Applicant is proposing to accommodate these spaces in one new underground parking garage in Commercial Building A, and through modifications in the management of the existing Green and Yellow Garages in order to compensate for the loss of spaces in the Blue Garage due to the construction of Residential Buildings North and South.

Bike Parking: The Project will delivery up to 685 new covered and secure long-term bicycle parking spaces (a 52-space increase) and 122 short-term bicycle parking spaces (a 20-space increase).

2.1 ZONING REQUIREMENTS

This table summarizes the key zoning requirements and demonstrates how the Project aims to comply with these requirements. Sections of the document are referenced for further details.

| CATEGORY | ZONING REQUIREMENT | PROPOSED | DOCUMENT REFERENCE |
|-----------------------------------|--|--|---------------------------------|
| 14.34: MAXIMUM BUILDING HEIGHT | UP TO 250 FEET | 250 FEET (COMMERCIAL BUILDING A) 250 FEET (COMMERCIAL BUILDING B) | TABLE 1-1 |
| | UP TO 350 FEET FOR NO MORE THAN TWO (2) MIXED-USE/RESIDENTIAL BUILDINGS | 350 FEET (RESIDENTIAL BUILDING SOUTH) | TABLE 1-1 |
| 14.32.5: INNOVATION SPACE | MINIMUM OF 10% OF OFFICE AND BIOTECH MANUFACTURING USES | 105,200 GFA | SECTION 1.3.2 |
| | EXISTING GFA WITHIN THE DISTRICT CAN BE CONVERTED | EXISTING COMMERCIAL OFFICE AT 255 MAIN STREET TO BE CONVERTED | |
| 14.36: AFFORDABLE HOUSING | AT LEAST 5% OF THE TOTAL FLOOR AREA DEVOTED TO MULTI-FAMILY RESIDENTIAL SHALL BE DEVOTED TO MIDDLE INCOME HOUSING | 20,000 GFA | SECTION 2.1.1 |
| 14.36: AFFORDABLE HOUSING | NO LESS THAN 20% OF THE TOTAL FLOOR AREA DEVOTED TO MULTI-FAMILY RESIDENTIAL SHALL BE DEVOTED TO AFFORDABLE UNITS | 80,000 GFA | |
| 14.37: DWELLING UNITS | A MINIMUM 5% OF RESIDENTIAL GFA SHALL BE DEVOTED TO UNITS OF 3-BED-ROOMS OR MORE | 20,000 GFA | |
| 14.38: ACTIVE GROUND FLOORS | GROUND FLOOR OF BUILDINGS OF 50,000 SF OR MORE MUST BE OCCUPIED BY RETAIL AND CONSUMER SERVICE USES OR ACTIVE PUBLIC GATHERING SPACE (WHETHER OPEN OR CLOSED) ALONG A MINIMUM 75% OF FRONTAGE ¹ | 10,000 GFA NET NEW | SECTION 4.2 FOR FURTHER DETAILS |
| | | 42,300 GFA EXISTING/RECONSTRUCTED ⁵ | |
| 14.42: DISTRICT PUBLIC OPEN SPACE | MINIMUM 100,000 SF WITHIN THE DISTRICT RESERVED OR DESIGNATED AS PUBLIC OPEN SPACE | 178,196 SF | SECTION 3.2 FOR FURTHER DETAILS |
| | MINIMUM OF 15% OF TOTAL LAND AREA WITHIN THE MXD DISTRICT DESIGNATED OR RESERVED AS PUBLIC OR PRIVATE OPEN SPACE | | |

1. Active Ground Floor Uses can include retail uses and active public gathering space (whether open or enclosed) where that ground floor fronts Main Street, Broadway or Ames Street, per Article 14.38 of the Cambridge Zoning Ordinance.

2. Excludes 14,000 GFA dedicated to Broad Institute Office Conversion.

3. The Applicant is proposing to accommodate these spaces across Commercial Building A and the existing Green, Yellow and Blue Garages in order to compensate for the loss of spaces in the Blue Garage due to construction of Residential Buildings North and South. Commercial Building A is currently being constructed with 350 parking spaces and as part of this update the Proponent is seeking approval to add 107 spaces (457 total spaces) to this garage through more efficient self-parking striping and provision of managed/valet parking spaces. The Blue Garage will lose approximately 215 spaces, the Green Garage will gain back approximately 20 spaces lost due to the construction of the 88 Ames Residential Building, and the Yellow garage will gain approximately 151 spaces through more efficient self-parking and the provision of managed/valet parking spaces, for a net addition of 413 spaces.

4. Per schedule in Section 6.107.2 of the Zoning Ordinance the first 20 units in a building are subject to a ratio of 1.00 spaces per dwelling unit.

5. As a part of the Project Change, Commercial Building B proposes to replace and reconstruct approximately 42,300 square feet of existing retail GFA, all or the majority of which will be located on the ground level, and one level above ground. A portion may remain at one level below ground. The Project Change will therefore not only result in a net increase of enhanced retail GFA as compared to the Approved Concept Plan, but all or the majority of the reconstructed retail space at 325 Main Street will be located above grade, making the retail space more attractive to potential tenants, and better activating the public realm and the existing retail corridor along Main Street and the Kendall Plaza.

2.1.1 HOUSING PROGRAM

The Concept Plan Amendment does not request any changes to the amount of approved residential GFA, or GFA allocation between residential phases. Consistent with the Approved Concept Plan, the Project is proposing the addition of 420,000 GFA of residential development, comprising 400,000 Infill GFA, in addition to Exempt GFA totaling 20,000 square feet attributable to middle-income housing. This addition of residential GFA will contribute to the housing needs of the City through the delivery of up to 425 units, offering a broad spectrum of residential units ranging in size, type and affordability across both rental and home ownership product types.

The Project will meet the requirements under the Zoning Ordinance and the Commitment Letter dated December 21, 2015. This includes a minimum of twenty percent (20%) of residential Infill GFA dedicated to affordable units, a minimum of five percent (5%) of residential Infill GFA dedicated to middle-income units, a minimum of five percent (5%) of the residential Infill GFA dedicated to three-bedroom units and a minimum of twenty percent (20%) of residential Infill GFA dedicated to home-ownership units. These commitments contribute to the City of Cambridge's goal of creating more housing product in the Kendall Square area, across a range of sizes and affordability.

AFFORDABLE HOUSING

The Concept Plan Amendment will deliver 80,000 GFA dedicated to affordable housing. This represents twenty percent (20%) of the residential Infill GFA and will create approximately 80-85 units. This will be proportionately distributed across the Residential Buildings North and South based on 20 percent (20%) of the residential Infill GFA, delivering approximately 66,667 GFA of affordable housing at Residential Building South and approximately 13,333 GFA of affordable housing at Residential Building North.

MIDDLE INCOME HOUSING

The Concept Plan Amendment will deliver 20,000 GFA dedicated to middle-income housing. This represents five percent (5%) of residential Infill GFA and will contribute approximately 20-25 units. This will be proportionately distributed across Residential Buildings North and South based on 5 percent (5%) of residential Infill GFA, providing approximately 16,667 GFA of middle-income housing at Residential Building South and approximately 3,333 GFA of middle-income housing at Residential Building North.

THREE BEDROOM UNITS

The Concept Plan Amendment will continue to deliver a minimum of 20,000 GFA as three-bedroom units, equivalent to five percent (5%) of the residential Infill GFA. All three-bedroom units up to the five percent (5%) threshold will be devoted to middle-income and affordable uses. These units are designed as larger units to accommodate families with children and are intended to further the City's goal of providing affordable family-sized accommodations for lower income levels.

HOME OWNERSHIP UNITS

The Concept Plan Amendment will deliver a minimum of 80,000 GFA of home ownership units. This represents twenty percent (20%) of the residential Infill GFA and will create approximately 70-75 units. It is proposed that one-hundred percent (100%) of these units will be delivered in the Residential Building South project which is earmarked for Phase 2 of the Concept Plan Amendment. This will ensure the Concept Plan Amendment will meet its goal of delivering twenty percent (20%) home ownership units, at the earliest possible opportunity, while maintaining future flexibility to deliver the Residential Building North project as either a one-hundred percent (100%) home ownership building or a one-hundred percent (100%) rental building.

TABLE 2-2 SUMMARY OF HOUSING PROGRAM

| | RESIDENTIAL BUILDING SOUTH | RESIDENTIAL BUILDING NORTH | TOTAL GFA ¹ | UNIT RANGES |
|---|----------------------------|----------------------------|------------------------|------------------------|
| <i>Affordable Housing</i> | | | | |
| Affordable Housing Rental | 50,667 | 13,333 | 64,000 | |
| Affordable Housing Home Ownership | 16,000 | 0 | 16,000 | |
| TOTAL Affordable Housing | 66,667 | 13,333 | 80,000 | 80-85 Units |
| <i>Market Rate Housing</i> | | | | |
| Market Rate Housing - Rental | 202,666 | 53,334 | 256,000 | |
| Market Rate Housing - Home Ownership | 64,000 | 0 | 64,000 | |
| TOTAL Market Rate Housing | 266,666 | 53,334 | 320,000 | 315-325 Units |
| <i>Middle Income Housing - GFA EXEMPT</i> | | | | |
| Middle Income Housing - Rental | 12,667 | 3,333 | 16,000 | |
| Middle Income Housing - Home Ownership | 4,000 | 0 | 4,000 | |
| TOTAL Middle Income Housing | 16,667 | 3,333 | 20,000 | 20-25 Units |
| <i>Residential GFA</i> | | | | |
| Rental Housing | 266,000 | 70,000 | 336,000 | |
| Home Ownership Housing | 84,000 | 0 | 84,000 | |
| TOTAL Residential GFA | 350,000 | 70,000 | 420,000 | Up to 425 Units |

1. The Allocation of GFA between Residential Building South and Residential Building North is approximate and subject to further design as the project moves through Design Review.
 2. The distribution between rental housing and home ownership housing shown is targeting a minimum of 20% GFA dedicated to home ownership housing. The distribution is subject further design as the project moves through Design Review.

2.1.2 INNOVATION SPACE PROGRAM

Pursuant to the Zoning Ordinance, the Project will deliver 105,200 GFA of Innovation Space. The 105,200 GFA is inclusive of two components as outlined in the applicable Zoning Ordinance: (1) an obligation to deliver Innovation Space equaling ten percent (10%) of nonresidential Infill GFA and (2) a right to deliver Innovation Space equaling an additional ten percent (10%) of nonresidential Infill GFA for an Innovation Space total of twenty percent (20%) of nonresidential Infill GFA.

The Applicant is proposing to take existing office space out of service in an existing asset, replace it with newly designated Innovation Space, and transfer the office GFA into the proposed Commercial Buildings A and B.

| BASE LINE GFA CALCULATION | |
|--|-------------------|
| Commercial Infill GFA | 600,000.00 |
| Whitehead Deduction (provided in zoning) | (60,000.00) |
| Broad Institute Space Reservation | (14,000.00) |
| Base Commercial Infill GFA | 526,000.00 |

| INNOVATION SPACE TRANSFER | | |
|-----------------------------------|----------------------|-------------------|
| 10% Innovation Space Requirement | 12% | 60,496.00 |
| 10% Innovation Space Bonus | 8% | 44,704.00 |
| | (Ratio based on GFA) | |
| Total Innovation Space GFA | | 105,200.00 |

Strategically situated at the front door of Kendall Square, 255 Main Street represents an ideal platform for expanding Kendall Square’s legacy of innovation. The Project, comprising the delivery of co-working, collaboration, lab, office, and conference space for emerging businesses, will continue to foster the innovative spirit of Kendall Square and MIT while attending closely to the critical role of equity and accessibility to the local innovation ecosystem. A tech education center—designed to house non-profits dedicated to providing competitive vocational technology education—will be incorporated into the Innovation Space at 255 Main Street. Embedded within a global tech hub and located alongside a multitude of early-stage businesses, this center’s prime location will serve to cultivate ongoing dynamic interaction with the Kendall Square community and enhance the fulfillment of its primary mission.

Characteristics of the Innovation Space will include shorter term leases or Licenses with roughly one-month terms, a diverse set of smaller tenants (with no one tenant occupying more than ten percent (10%) of the entire Innovation Space provided in the District), and separately contracted private office suites of 200 square feet or less. As is often found with this type of product, shared resources including co-working areas, conference space, classroom space, office equipment, storage, circulation, supplies, and kitchens.

To maintain compliance with the requirements set forth in the Zoning Ordinance, potential tenants of the Innovation Space may include small businesses, incubators, small research laboratories, office space for investors and entrepreneurs, facilities for teaching and theoretical, basic, and applied research, product development and testing, and prototype fabrication or production of experimental products.

2.2 CAMBRIDGE OUTDOOR LIGHTING ORDINANCE

The Applicant is aware that the City Manager has appointed an Outdoor Lighting Ordinance Task Force to work with City staff to evaluate existing standards and offer guidance for the creation of a new ordinance/approach for regulating and enforcing an outdoor lighting ordinance. While an ordinance has not been adopted by the City at the time of this submission, the Project will explore outdoor lighting that promotes the safe use and enjoyment of outdoor areas, mitigates light trespass and glare to abutters and the public at large, reduces light pollution, and promotes energy conservation. Refer to Chapter 10, Design Guidelines, for guidelines related to lighting within the MXD.

2.3 REVIEW AND APPROVAL PROCESS

TABLE 2-4 ARTICLE 14 FILING STRATEGY

The Notice of Decision (PB #315) approving the Original Concept plan was voted on January 17, 2017, and recorded with the City Clerk's Office on March 20, 2017. The currently proposed amendment to the Concept Plan being submitted to the Planning Board as a Major Amendment, and therefore this application shall be subject to all of the same notice and hearing requirements as would be applicable to a new Special Permit. Under the Concept Plan Amendment, the Board shall consider the substance of the proposed changes (and not review the entirety of the Approved Concept Plan) where proposed changes do not constitute a substantial alteration to the intent, purpose and substance of the Special Permit. The changes proposed in this Application do not include any changes in the approved GFA for the Project, the allocation of GFA between commercial versus residential uses, nor the intent, purpose and substance of the approved Special Permit for phased development of new commercial and residential uses within the Kendall Square Mixed-Use Development District.

This Concept Plan Amendment seeks to amend the Special Permit for the entire Project, but still allows for specific design review of each of the four proposed Project Components at the appropriate junctures in the future. Accordingly, the information presented within this Concept Plan Amendment provides narratives and supporting graphical materials that address the public realm, open space, design guidelines and urban design context along with the massing of each of the Project Components.

As described in the Zoning Ordinance, a Design Review Submission will continue to be submitted for each Project Component, and its associated public improvements addressing specific design criteria, that seeks to supplement the design elements described within the Approved Concept Plan. The Design Review Submission seeks to develop upon the revised design guidelines provided in this Concept Plan Amendment, and provide specific details about the individual Project Components appropriate for review and approval jointly by the Planning Board and the CRA Board.

Table 2-4 presents the anticipated sequence and general detail of information submitted with each component piece of the Special Permit:

| SPECIAL PERMIT SUBMISSION INFORMATION PLAN | | | | | | |
|--|---------------------------------|---|---|-------------------------------------|--|--|
| | Submission 1 | | Submission 2 | | Submission 3 | Submission 4 |
| | INFILL DEVELOPMENT CONCEPT PLAN | Design Review Commercial A 145 Broadway | INFILL DEVELOPMENT CONCEPT PLAN AMENDMENT | Design Review Commercial B 325 Main | Design Review Residential Building South | Design Review Residential Building North |
| Transportation | X | | X | | | |
| Ped. Circulation | X | | X | | | |
| Concept Open Space | X | | X | | | |
| Final Open Space | | | | X | X | X |
| Bike Parking | X | | X | X | X | X |
| Vehicle Parking | X | | X | | | |
| Loading | X | | X | | | |
| Retail Planning | X | | X | | | |
| Stormwater | X | | X | | | |
| Shadow Analysis | X | | X | X | X | X |
| Noise | X | | X | | | |
| Wind – Desktop | X | | | | | |
| Wind – Wind Tunnel | X | X | X | X | X | X |
| Sustainability | X | X | X | X | X | X |
| Building Design | | X | | X | X | X |

2.4 FINDINGS AND APPROVAL

The currently proposed amendments to the Concept Plan are being submitted to the Planning Board as a Major Amendment, meaning that this Concept Plan Amendment shall be considered an original application for a Special Permit to construct a Planned Unit Development (PUD), and shall be subject to the procedures specified in Sections 12.34 through 12.36 of the Zoning Ordinance. This section has been restated, and updated where applicable to demonstrate that the Concept Plan Amendment complies with all applicable review procedures.

As described in Section 14.32.2.2 of the Zoning Ordinance, the Planning Board shall grant a special permit approving a Concept Plan upon determining that the Project identified within the plan meets the criteria for approval of a PUD set forth in Section 12.35.3(3) of the Zoning Ordinance and the criteria for approval of a Project Review Special Permit set forth in Section 19.25 of the Zoning Ordinance. In making its findings, the Planning Board shall consider the objectives set forth in the Kendall Square Final Report of the K2C2 Planning Study (“K2 Plan”) and the Kendall Square Design Guidelines. The approval of a Concept Plan shall serve to meet any applicable project review requirements of Article 19.000. No additional Project Review Special Permit shall be required for any new development identified within an approved Concept Plan and only design review shall take place for each specific Project Component.

2.4.1 CONFORMANCE WITH ARTICLE 12.35.3(3)

Section 12.35.3.3 of the Zoning Ordinance provides that:

Approval of the Development Proposal shall be granted after joint review by the Planning Board and the CRA, and only upon determination that the Development Proposal provides benefits to the City which outweigh its adverse effects. In making this determination the Planning Board shall consider the following:

QUALITY OF SITE DESIGN

This Concept Plan continues to present a vision that reflects the unique needs and interests of the people who live, work, connect and innovate within Kendall Square. The Project will comply with the Zoning Ordinance as recently amended in response to the public process that occurred in fall/winter 2015 and approved by the Cambridge City Council on December 21, 2015. The Project has been responsive to the K2 Plan, as outlined throughout this Concept Plan, through the thoughtful integration of office, laboratory space, housing,

retail and innovation space to ensure a dynamic and lively environment that serves people of different backgrounds, interests, professions and incomes.

For details on this refer to Section 3, Open Space, Section 4, Retail Plan and Section 10, Design Guidelines.

TRAFFIC FLOW AND SAFETY

A Traffic Impact Study (TIS) was developed and certified by the City of Cambridge Traffic, Parking and Transportation Department (TP&T) on July 14, 2016. Refer to Section 5, Transportation for more details, along with Appendix B of the Approved Concept Plan for a full copy of the Traffic Impact Study (TIS), including the City’s scoping letter and Certification.

The Applicant has prepared an update to the TIS for the Approved Concept Plan. This technical memorandum provides an updated trip generation analysis and comparison, as well as an updated parking analysis, to reflect the Project Change detailed in Chapter 1, Development Plan, and Table 1-1. Refer to Appendix B of the Concept Plan Amendment for a copy of the full memorandum.

ADEQUACY OF UTILITIES AND OTHER PUBLIC WORKS

City utilities are generally adequate to support the Project. Section 6, Infrastructure, details the existing and proposed utility infrastructure, and specific infrastructure improvements and services associated with the Project. This section also details measures that the Applicant will take to reduce the impacts of the Project on the existing utility systems.

IMPACT ON EXISTING PUBLIC FACILITIES WITHIN THE CITY

It is not anticipated that the Project will have a significant impact on City services. The proposed buildings contained in the Project will meet all applicable codes at the time of building construction.

DELIVERY OF PUBLIC BENEFIT

- The Project is proposing to deliver significant public benefits, as outlined throughout this Concept Plan and highlighted below:
- Up to 425 units of new, diverse housing across a broad spectrum of unit type, size and affordability;
- 636,500 GFA of new commercial office space;
- New and enhanced open space and streetscapes along Broadway, Binney and Main Streets;

- Activation of Broadway Street through 8,700 GFA of new ground floor retail/active use, as well as the addition of two residential lobbies that will encourage pedestrian activity throughout the day;
- Activation of Binney Street through 1,300 GFA of new ground floor retail/active use, and the addition of a residential lobby;
- Enhancement of the Main Street retail corridor through approximately 42,300 GFA of reconstructed ground floor and second floor retail/active use;
- Delivery of approximately 105,200 gross square feet of new innovation space converted from existing office uses;
- Generate approximately \$12 million in new annual real estate taxes revenue for the City, as well as additional income and sales tax revenues generated through the influx of new workers and residents;
- Create approximately 4,500 permanent jobs, as well as approximately 2,600 construction jobs across all the Project Components; and
- Provide a series of enhancements that will encourage alternative modes of transportation, through the addition of 685 long-term, secure and covered bike parking spaces, 122 short-term bike parking spaces, and the enhancement of pedestrian and bicycle connections.
- The Project will deliver aesthetic and functional upgrades to the MBTA Red Line Outbound Headhouse.
- Create new visual and pedestrian connection from Kendall Plaza to the Kendall Square Rooftop Garden.

2.4.2 CONFORMANCE WITH ARTICLE 19.25

The following section demonstrates that the Project conforms with Article 19.25: Review Criteria.

TRAFFIC IMPACT FINDINGS

A TIS was developed for the Project that is consistent with Section IV, Guidelines for Presenting Information to the Planning Board of the City of Cambridge Transportation Impact Study Guidelines, Sixth Revision dated November 28, 2011. The TIS, dated June 23, 2016, was Certified by the TP&T on July 14, 2016. Refer to Appendix B of the Approved Concept Plan for a copy of a copy of the full TIS, including the City's scoping letter and Certification.

A TIS technical memorandum ("Tech Memo") was submitted to the City's TP&T Department on July 16th, 2018, providing an updated trip generation analysis and comparison, as well as an updated parking analysis, to reflect the current development program as documented in Section 1.4. Refer to Appendix B of the Concept Plan Amendment for a copy of the full Tech Memo.

TRAFFIC IMPACT INDICATORS

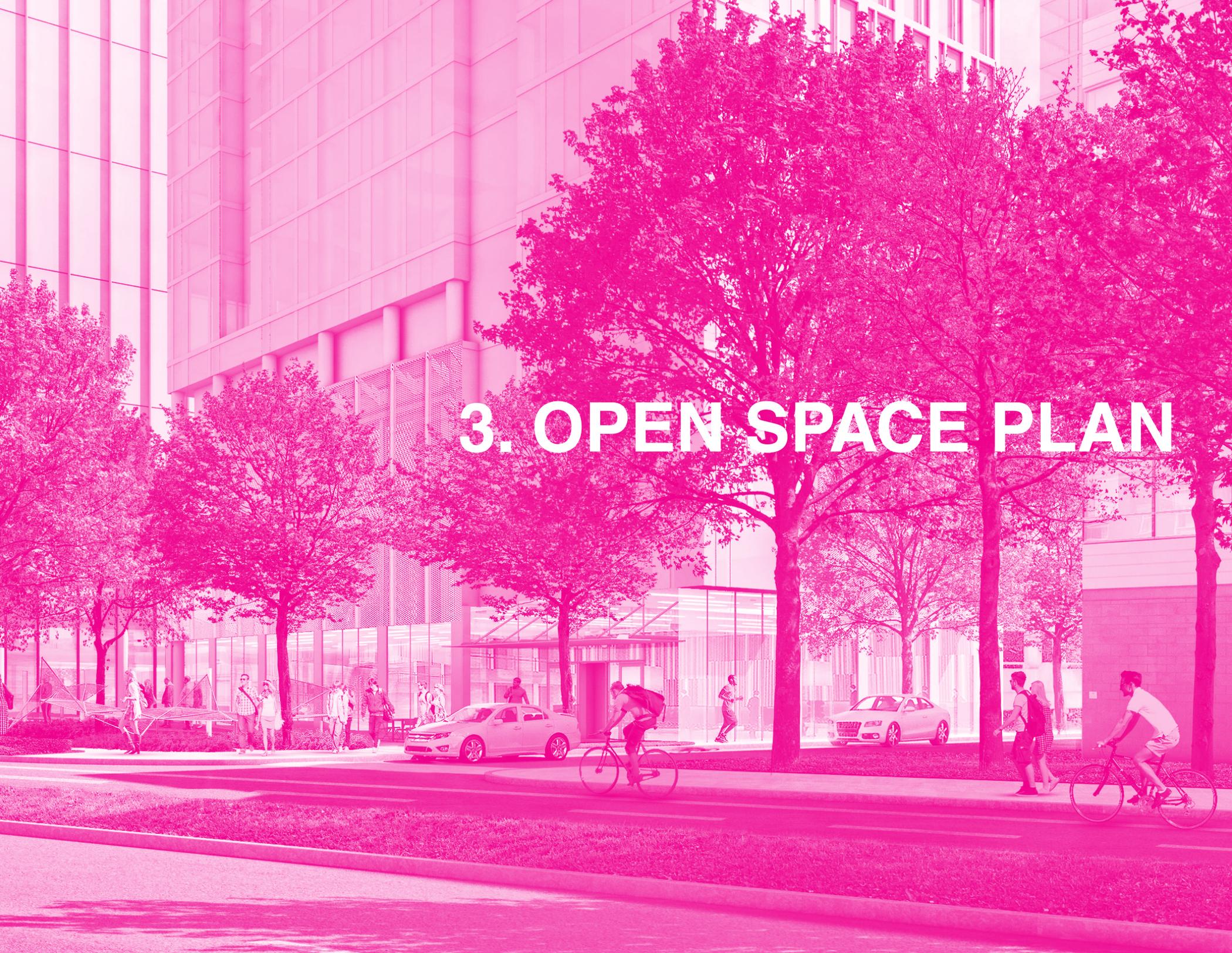
The TIS analysis identified impacts that the Project will have on the transportation network and is used by the City to identify possible mitigation to offset these impacts. Based on the TIS analysis, the Project has been evaluated within the context of the Planning Board Criteria to determine if the Project has any potential adverse transportation impacts. The Planning Board Criteria evaluates the Project's vehicular trip generation, impact to intersection level of service and queuing, as well as increase of volume on residential streets. In addition, pedestrian and bicycle conditions are considered. A discussion of the criteria set forth by the Planning Board and a summary of Planning Board Criteria Performance is presented in the TIS.

Exceeding one or more of the criteria is indicative of a potentially adverse impact on the City's transportation network. However, the Planning Board will consider mitigation efforts, their anticipated effectiveness, and other information that identifies a reduction in adverse transportation impacts. The TIS analysis demonstrated that the Project had 31 criteria exceedances out of a possible 445 data entries. Refer to Section 5.2 for a description of proposed transit mitigation projects and program options being considered to enhance transit services in Kendall Square.

CONSISTENCY WITH K2 MASTER PLAN

Since the filing of the SEIR in October 2015, the Project has undergone a thoughtful evolution based upon public presentations, public agency feedback and the requirements of the recent amendments to the Zoning Ordinance. In addition to adapting to programmatic changes related to the expansion of required affordable housing and the potential bonus for the inclusion of Innovation Space contained in Zoning Ordinance, the Applicant further studied the Project Site in connection with the K2 Planning study from 2012. Refer to Section 1.6 for a description of the Project's consistency with the K2 Master Plan.

The Project conforms to Section 501, General Design Principles of the KSURP.

An architectural rendering of a modern, multi-story building with a glass and metal facade. The building is surrounded by lush greenery, including several large trees and a landscaped area with people walking and cycling. The scene is overlaid with a semi-transparent pink filter. The text "3. OPEN SPACE PLAN" is prominently displayed in the center of the image.

3. OPEN SPACE PLAN

3.0 INTRODUCTION

The public realm in the redevelopment area of the North Parcel between Broadway and Binney Street consists of Broadway Park and Binney Park, two East West Pedestrian Connectors and the Sixth Street Connector. Streetscapes include Broadway, Binney Street, Galileo Galilei Way and the North South Streets flanking the existing parking garage.

The proposed three new buildings and related areas of the public realm are designed to enhance the connectivity and pedestrian experience within this area of the MXD. The two existing open spaces, Broadway Park to the south and Binney Park to the north, are redesigned as more recognizable and visible focal points, as well as more usable and attractive public gathering spaces. These two small but significant open spaces are redesigned to express stronger connections to the existing and proposed buildings, framing the spaces. The intent is to reposition each park to better engage the proposed new active ground floor uses as well as the pedestrian circulation along Broadway and Binney Street.

Overall pedestrian connectivity is enhanced by refinements and adjustments to the Sixth Street Connector as well as redesign of the two East West Pedestrian Connectors. A new bicycle path paralleling the Sixth Street Connector separates pedestrian and bike traffic on this well used route. The streetscape along Broadway and Galileo Galilei associated with Commercial Building A at 145 Broadway is transformed with new active ground floor uses and streetscape design for pedestrian use that will be coordinated with the proposed CRA redesign for these streets.

The combination of new active ground floor uses, the redesign of key existing spaces along with adjustments and refinements to other parts of the public realm will significantly improve the connectivity, as well as the experience of the public realm between Broadway and Binney Street in the MXD.

The public realm in the redevelopment area of the East Parcel between Broadway, Main Street and Ames Street consists of Galaxy Park, the Kendall Plaza, Pioneer Way and the Kendall Square Rooftop Garden. Commercial Building B will significantly enhance and enliven the public realm in multiple ways, including a redesigned ground and second floor retail edge along Main Street and the building's east facade, directly abutting Kendall Plaza, thus enhancing the pedestrian experience at the street level and further enlivening the Plaza. In addition, the Project will create a new pedestrian connection from Kendall Plaza up to the Kendall Square Rooftop Garden through a combination of publicly accessible stairs and an elevator, providing an opportunity for multi-level public space and potential programming as well as increased visual interest on Kendall Plaza. Further, Commercial Building B will provide enhanced access from Pioneer Way through the ground floor retail portion of the building to facilitate pedestrian connection between Ames Street and the Kendall Plaza, enhance neighborhood connectivity and permeability and to enliven the proposed retail.

CHAPTER UPDATES

The following section summarizes minor refinements to this Chapter since the Approved Concept Plan.

District Open Space: The Project Change proposes to shift approved commercial GFA associated with Commercial Building B from 250 Binney Street, to 325 Main Street. As a result, the Project Change shifts its focus from open space enhancements documented in the Approved Concept Plan and associated with 250 Binney Street and Commercial Building B (approximately 25,658 sf), to Main Street. With the relocation of Commercial Building B to 325 Main Street, the Project Change will focus on preserving and enhancing the existing open space within the area of 325 Main Street. With the relocation of Commercial Building B to 325 Main Street, the Project Change will focus on preserving and enhancing the existing open space within the area of 325 Main Street. In this regard, it should be noted that Section 14.71.3 of the Ordinance provides that there is no open space requirement for any individual lots within the Ames Street District (ASD) as long as the district public open space requirement in Section 14.42 is met, and there exists within the ASD a minimum of 53,000 square feet of public open space. As documented in this Chapter, the Concept Plan Amendment will meet the MXD district open space requirements required by Section 14.42.2, and will result in approximately 63,064 square feet of open space within the ASD.

Pedestrian Access/Circulation: The redeveloped 325 Main Street building will create a new, publicly-accessible and highly visible vertical connection from Kendall Plaza to the Kendall Square Rooftop Garden, facilitating access and encouraging increased public enjoyment of these open spaces. In addition, the existing connection from Ames Street to Kendall Plaza (via Pioneer Way and the Commercial Building B ground floor) will be reimagined to create a dynamic and active pedestrian path connected to vibrant retailers.

Public Realm/Streetscape Improvements: The existing streetscape at 325 Main Street consists of sidewalks, street trees, seating, bike racks, and other street furniture along Main Street to the South and the MBTA Red Line Outbound Headhouse and some limited retail frontage to the West. The new active ground and second floor retail uses along with the new connector from Kendall Plaza to the Kendall Square Rooftop Garden will contribute to both the visual and physical activity of the streetscape, create multi-level public open space, and further activate the existing Kendall Plaza. With the Project, there street edge and existing plantings along Main Street will be revitalized, but without material proposed changes to the character of the existing streetscape, recently reimagined and reconstructed by the City of Cambridge.

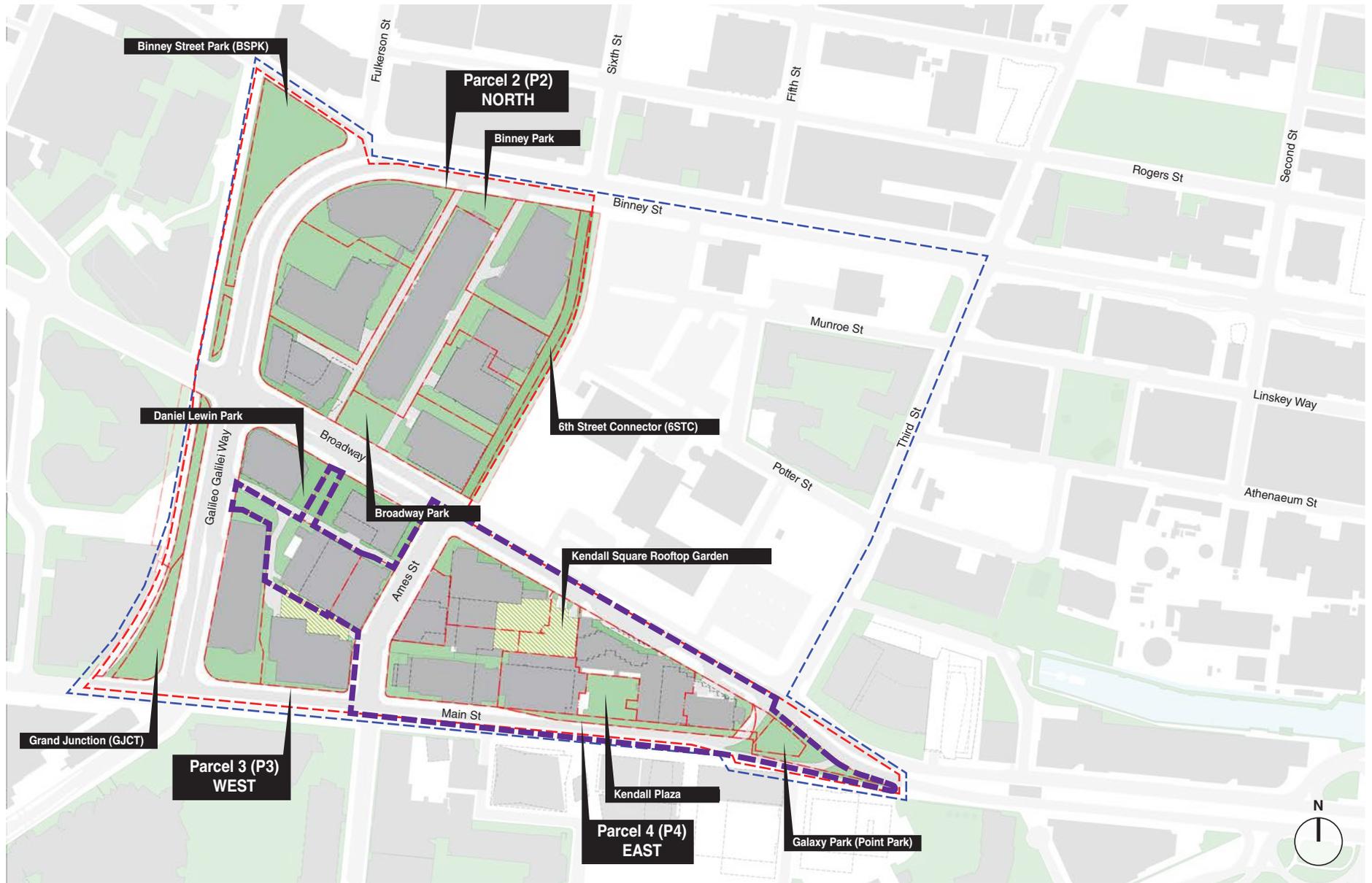
Tree Protection/Mitigation: Additional Information has been added to Section 3.4 on trees related to the 325 Main Street Project.

3.1 EXISTING OPEN SPACE

DEFINITION OF OPEN SPACE

Open spaces, as described in this document, and reinforced by Article 14, are described in the following ways:

1. Portion of a lot or other area of land associated with and adjacent to a building for a group of buildings in relation to which it serves to provide light and air, or scenic, recreational or similar purposes. Such space shall, in general, be available for entry and use by the occupants of the building(s) with which it is associated, and at times to the general public, but may include a limited proportion of space so located and treated as to enhance the amenity of development by providing landscape features, screening or buffering for the occupants or neighbors or a general appearance of openness. Open space shall include parks, plazas, lawns, landscaped areas, decorative plantings, pedestrian ways as listed in Section 14.45 of the Zoning Ordinance, active and passive recreational areas, including playgrounds and swimming pools.
2. Parks, gardens and plazas reserved for public use and enjoyment as guaranteed through one or more of the following:
 - Retention by the CRA.
 - Dedication to and acceptance by the City or other public entity.
 - Easements or deed restrictions over such land sufficient to ensure its perpetual reservation for public open space purposes.
 - Dedication, by covenant or comparable legal instrument to the community use of the residents, lessees and visitors to the MXD District for reasonable amounts of time on a regular basis.
 - Lease agreements of 99 years or longer from the private developer or owner to the City or other public entity.
3. Open space on the development lot. Some or all of this required open space may be designated and also serve as open space.
4. Pocket parks, bike paths and enhanced planting zones created through modification of roadways as part of the ALTA cycle track.
5. Circulation elements including stairs, elevators, elevated plazas or pathways used to enhance connection to and between publicly accessible spaces.
6. Spaces that are not considered as open spaces, as described in this document and reinforced by the Zoning Ordinance are:
 - Streets, parking lots, driveways, service roads, loading areas, and areas normally inaccessible to pedestrian circulation beneath pedestrian bridges, decks or shopping bridges.



3.1 EXISTING OPEN SPACE

EXISTING MXD PARCEL AREAS & OPEN SPACE CALCULATION

EXISTING MXD DEVELOPABLE PARCEL AREA

| | | |
|----------------------------------|--|------------------|
| P2 | | 445,825 |
| P3 | | 229,558 |
| P4 | | 257,824 |
| GRAND JUNCTION + BINNEY | | 79,611 |
| TOTAL EXST MXD AREA (±SF) | | 1,012,818 |

EXISTING OPEN SPACE (OS) TOTALS

| | | |
|------------------------------------|--|----------------|
| P2 | | 148,825 |
| P3 | | 77,429 |
| P4 | | 141,247 |
| GRAND JUNCTION. + BINNEY | | 79,611 |
| TOTAL EXISTING MXD OS (±SF) | | 447,112 |

TOTAL EXSTING MXD PUBLIC OS

| | | |
|---------------------------------------|-----|----------------|
| (BROADWAY PARK) | | 11,485 |
| (BINNEY PARK) | | 7,898 |
| KENDALL SQUARE ROOTOP GARDEN | ASD | 24,881 |
| KENDALL PLAZA | ASD | 12,727 |
| GALAXY PARK (POINT PARK) | ASD | 20,159 |
| DANIEL LEWIN PARK (CENTER STRIP ONLY) | ASD | 5,297 |
| ORIGINAL BROAD OPEN SPACE (7CC) | | 5,022 |
| WHITEHEAD PLAZA | | 10,930 |
| GRAND JUNCTION | | 32,611 |
| BINNEY STREET PARK | | 47,000 |
| (withing lot) 6TH STREET WALKWAY | | 19,569 |
| (outside lot) 6TH STREET WALKWAY | | 19,790 |
| TOTAL EXST PUBLIC OS (±SF) | | 217,369 |

REQUIRED

100K

100,000

15% OF TOTAL MXD AREA

151,923

AMES STREET DISTRICT

53,000

REQUIRED OPEN SPACE VS. PROVIDED OPEN SPACE

PROVIDED

TOTAL EXISTING PUBLIC OPEN SPACE

217,369 ±SF

TOTAL EXISTING OPEN SPACE

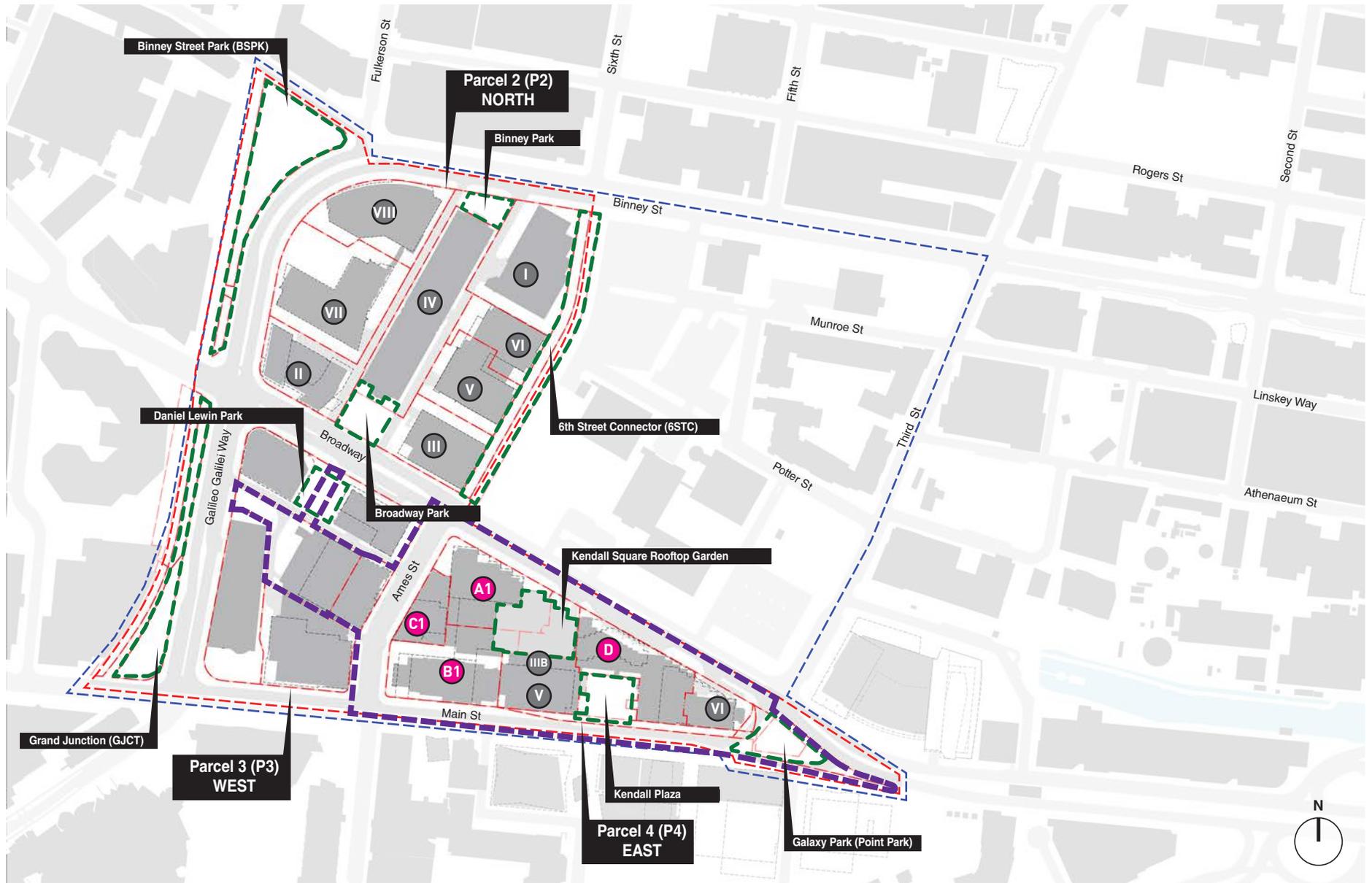
447,112±SF

OPEN SPACE

63,064 ±SF

SOURCES Survey for :

1. CAD/Alta survey
2. Exhibit A Development Area Map. CRA Document. March 18, 1982.
3. Exhibit A Development Area Map. CRA Document. May 25, 1979.
4. CRA's KSURP Open Space Accounting. June, 2015.
5. Kendall Center Open Space Parcels 2, 3, and 4. July 31, 2015.
6. North Parcel Consolidation Plan. April 11, 2017.
7. Ames Street District Open Space. July 25 2018.



- · - · - Tract/Lot Boundary
- - - - - Open Space/Park

- - - - - MXD Boundary
- - - - - KSURP Boundary
- - - - - Ames Street District ASD

3.2 PROPOSED OPEN SPACE

OPEN SPACE OBJECTIVES

The landscape in the MXD District is designed to function as a landscape that embraces, integrates and embodies design, environmental and real estate values. As a complete system, the landscape responds to the climate and natural conditions of the site, working with its features to maximize their functional qualities. The landscape serves as an extension of the collaborative environment of Kendall Square, embracing academic values and utilizing the landscape as an integrated living laboratory to enhance connectivity. The following tenets were established to guide the landscape design process and are fully reflected in the site plan:

- Create an identifiable “district” experience that is inviting and reinforces the pedestrian environment
- Design with the New England climate in mind
- Enhance and respond to local climates and ecology as a fundamental design determinant for district landscape, including the high water table
- Develop a functional landscape that incorporates water conservation, integrates rainwater management into the various landscape and open space elements, and is easy to maintain
- Create outdoor living spaces to promote a strong feeling of community through supporting community activities and providing a system of lively public spaces that provide a hospitable environment for social interaction
- Create a network of shade and comfort zones where people can walk, gather and rest outdoors
- Create an identity and community presence through signature campus gateways and a defined, unified landscape along the public edges of the district
- Define design standards for landscape elements, including furnishings and lighting
- Create logical pedestrian paths and connections that are well proportioned and offer a variety of spatial sequences
- Use native trees and plant material that adapt to the site conditions and integrate the new with the existing landscape
- Use the landscape as a living lab to educate the community and visitors of the climate, local vegetation and natural systems.



- Proposed open space enhancements
- Other Potential OS Enhancement Opportunities

- Existing open space on grade
- Existing open space above grade

- MXD Boundary
- KSURP Boundary
- Ames Street District ASD

3.2 PROPOSED OPEN SPACE

PROPOSED PARCEL AREA AND OPEN SPACES

EXISTING MXD DEVELOPABLE PARCEL AREA

| | | |
|----------------------------------|--|------------------|
| P2 | | 445,825 |
| P3 | | 229,558 |
| P4 | | 257,824 |
| GRAND JUNCTION + BINNEY | | 79,611 |
| TOTAL EXST MXD AREA (±SF) | | 1,012,818 |

PROPOSED OPEN SPACE (OS) TOTALS

| | | |
|---------------------------------|--|----------------|
| P2 | | 158,817 |
| P3 | | 77,429 |
| P4 | | 141,247 |
| GRAND JUNCTION + BINNEY | | 79,611 |
| TOTAL PRPSD MXD OS (±SF) | | 457,104 |

TOTAL PROPOSED MXD PUBLIC OS

| | | |
|---------------------------------------|-----|--------|
| (BROADWAY PARK) | | 11,485 |
| (BINNEY PARK) | | 7,898 |
| P2 ENHANCED OPEN SPACE | | 60,243 |
| KENDALL SQUARE ROOFTOP GARDEN | ASD | 24,881 |
| KENDALL PLAZA | ASD | 12,727 |
| GALAXY PARK (POINT PARK) | ASD | 20,159 |
| DANIEL LEWIN PARK (CENTER STRIP ONLY) | ASD | 5,297 |
| ORIGINAL BROAD OPEN SPACE (7CC) | | 5,022 |
| WHITEHEAD PLAZA | | 10,930 |
| GRAND JUNCTION | | 32,611 |
| BINNEY STREET PARK | | 47,000 |
| (withing lot) 6TH STREET WALKWAY | | 19,569 |
| (outside lot) 6TH STREET WALKWAY | | 19,790 |

REQUIRED

100K

100,000

15% OF TOTAL MXD AREA

151,923

AMES STREET DISTRICT

53,000

REQUIRED OPEN SPACE VS. PROVIDED OPEN SPACE

PROVIDED

TOTAL PROPOSED PUBLIC OPEN SPACE

277,612±SF

TOTAL PROPOSED OPEN SPACE

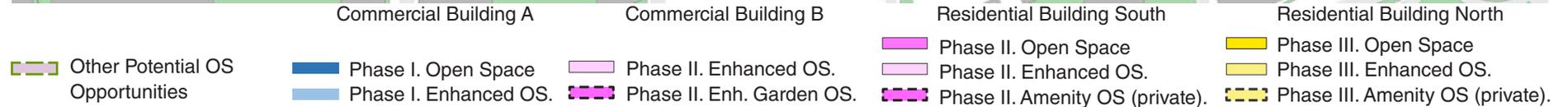
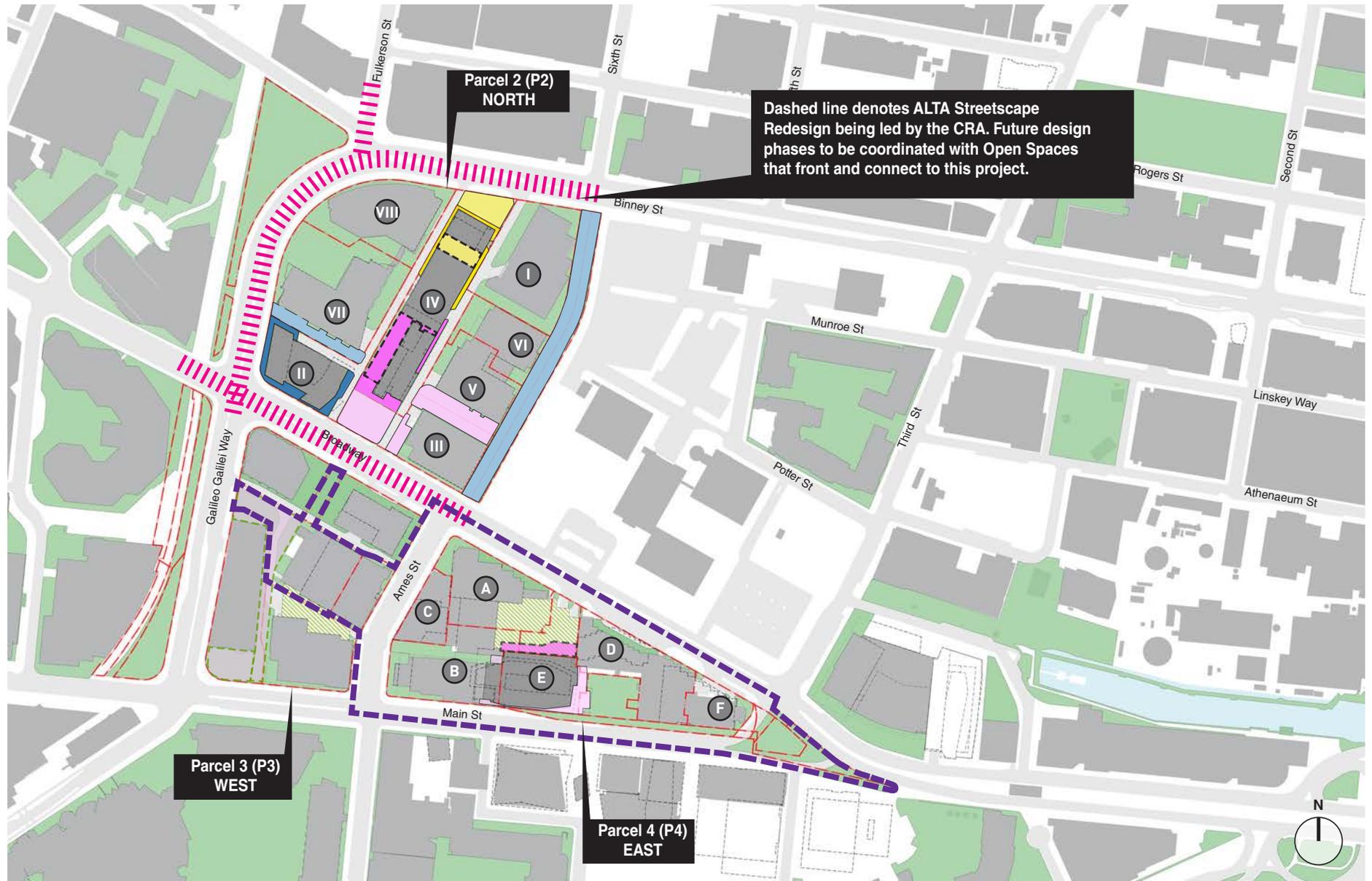
457,104±SF

OPEN SPACE

63,064±SF

SOURCES Survey for :

1. CAD/Alta survey
2. Exhibit A Development Area Map. CRA Document. March 18, 1982.
3. Exhibit A Development Area Map. CRA Document. May 25, 1979.
4. CRA's KSURP Open Space Accounting. June, 2015.
5. Kendall Center Open Space Parcels 2, 3, and 4. July 31, 2015.
6. Appendix: North Parcel Consolidation Plan. April 11, 2017.
7. Appendix: Ames Street District Open Space. July 25 2018.



3.2 PROPOSED OPEN SPACE

REQUIRED OPEN SPACE CALCULATIONS: TRACT I, TRACT II, TRACT IV

COMMERCIAL BUILDING A (PHASE 1)

| COMMERCIAL BUILDING A (145 BROADWAY) (11CC) | |
|---|-------------------|
| GSF Allocation | |
| Infill GSF | 302,482.00 |
| Innovation Space Transfer GSF | 60,496.40 |
| Existing GSF | 78,636.00 |
| TOTAL ALLOCATED GSF | 441,614.40 |
| Planned Office GSF | 432,847.00 |
| Planned Retail/Active Use GSF | 8,767.00 |
| TOTAL GSF | 441,614.00 |
| GSF OVERAGE ANALYSIS | |
| SUBMISSION OVERAGE | (0.40) |
| IF EXEMPT RETAIL | (8,767.00) |
| EXEMPT SUBMISSION OVERAGE | (8,767.40) |

| OPEN SPACE | |
|---|------------------|
| Lot Open Space - New Infill GSF + Existing | |
| Office Lot Open Space INFILL GSF (8:100) | 28,336.91 |
| Retail Lot Open Space INFIL GSF (10:100) | 876.70 |
| Existing Lot Open Space (8:100) | 6,290.88 |
| TOTAL LOT OPEN SPACE REQUIREMENT | 35,504.49 |

| PHASE 1 | | |
|--|----------|-----------|
| Tract XI (Track II) -145 Broadway Open Space** | PHASE I. | 8,114.00 |
| Enhanced Open Space | | |
| Track VII - EW connector Enhanced OS** | PHASE I. | 7,328.00 |
| 6th Street Connector (inside lot) | PHASE I. | 19,569.00 |
| 6th Street Connector (outside lot) | PHASE I. | 19,790.00 |

| | |
|---|------------------|
| TOTAL LOT OPEN SPACE PROVIDED | 54,801.00 |
| TOTAL OPEN SPACE OVER REQ. FOR PHASE 1 | 19,296.51 |

REQUIRED 35,504 ±SF
PROVIDED 54,801 ±SF

RESIDENTIAL BUILDING SOUTH (PHASE 2)

| RESIDENTIAL BUILDING SOUTH (BLUE GARAGE) | |
|--|--------------------------|
| GSF Allocation | |
| Infill GSF | 350,000.00 |
| Innovation Space Transfer GSF | - |
| Existing GSF | - |
| TOTAL ALLOCATED GSF | 350,000.00 |
| Planned Rental GSF | 266,000.00 |
| Planned Home Ownership GSF | 84,000.00 |
| Planned Retail/Active Use GSF | - |
| TOTAL GSF | 350,000.00 |
| UNIT SIZES (GSF/UNIT) | |
| # UNITS - RENTAL | 933sf/Unit 285.00 |
| # UNITS - HOME OWNERSHIP | 1200sf/Unit 70.00 |
| TOTAL # UNITS | 986sf/Unit 355.00 |

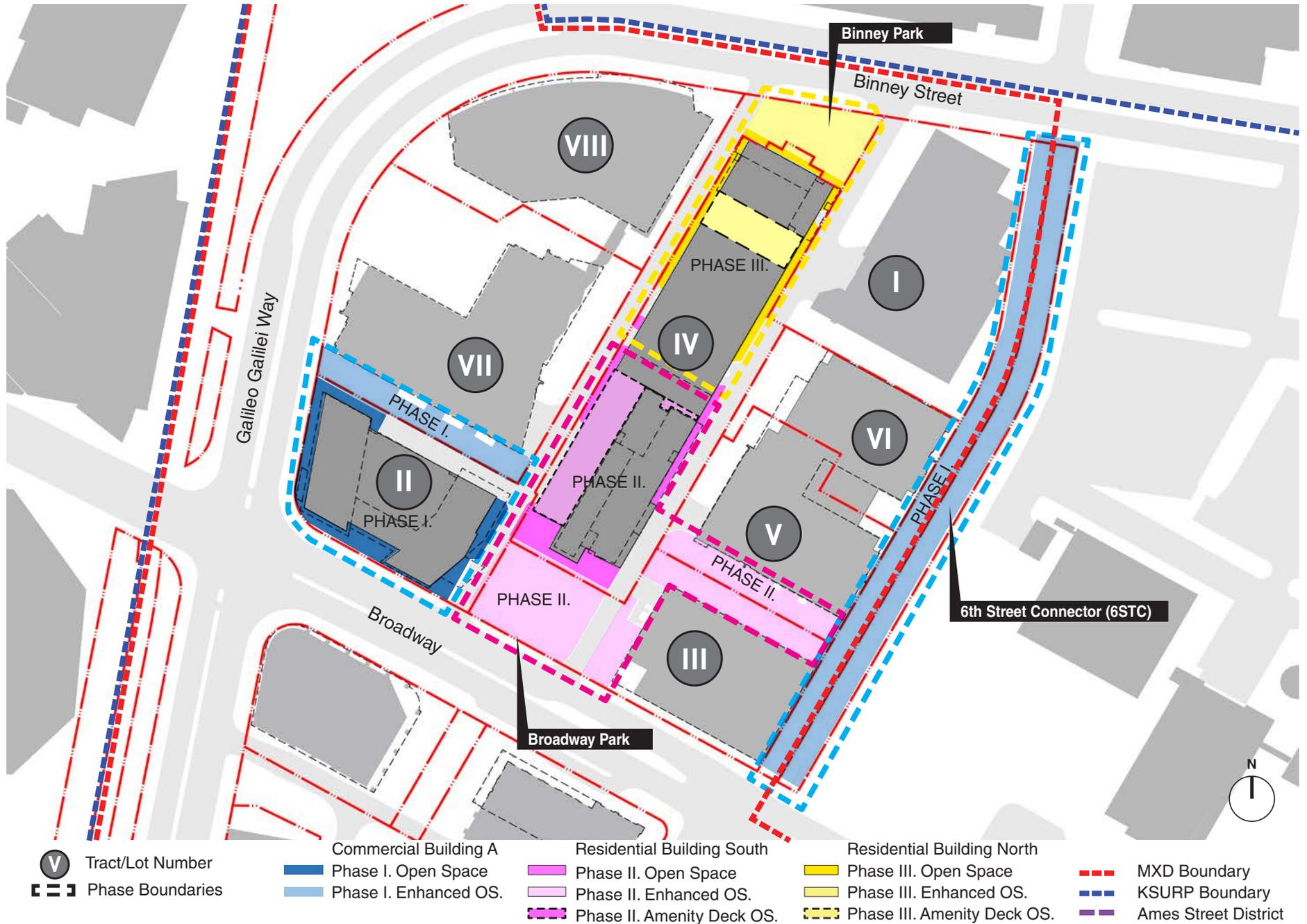
| OPEN SPACE | |
|--|------------------|
| Lot Open Space - New Infill GSF | |
| Resi Lot Open Space INFILL GSF (8:100) | 28,000.00 |
| Retail Lot Open Space INFIL GSF (10:100) | - |
| Existing Lot Open Space (8:100) | - |
| TOTAL LOT OPEN SPACE REQUIREMENT | 28,000.00 |

| *PHASE 2 | | |
|---|-----------|-----------|
| Track X (Track IV) -Blue Garage | PHASE II. | 4,625.00 |
| Enhanced Open Space | | |
| Track III -Broadway Park | PHASE II. | 11,485.00 |
| Track III -EW connector (East Enhanced OS | PHASE II. | 6,606.00 |
| Track V -EW connector (East) Enhanced OS | PHASE II. | 6,491.00 |
| Track III - Enhanced OS | PHASE II. | 2,863.00 |
| Rooftop Open Space | | |
| Track IV -Blue Garage (Residential Amenity Space)** | PHASE II. | 9,150.00 |

** (Reference only not required for open space requirement)

| | |
|---|------------------|
| TOTAL LOT OPEN SPACE PROVIDED ON GRADE | 32,070.00 |
| TOTAL OPEN SPACE OVER REQ.FOR PHASE 2 | 4,070.00 |

REQUIRED 28,000 ±SF
PROVIDED 32,070 ±SF



3.2 PROPOSED OPEN SPACE

REQUIRED OPEN SPACE CALCULATIONS: TRACT I , TRACT II, TRACT IV ASD* LOT EXEMPT

COMMERCIAL BUILDING B (PHASE 2)

| COMMERCIAL BUILDING B (325 MAIN STREET) (3CC) | |
|---|--------------------|
| GSF Allocation | |
| Infill GSF | 223,518.00 |
| Innovation Space Transfer GSF | 44,703.60 |
| 3cc Existing GSF | 61,330.00 |
| 3cc Existing GSF (connector) | 1,427.00 |
| Existing Retail GSF | 42,300.00 |
| Connector GSF | 13,908.40 |
| TOTAL ALLOCATED GSF | 387,187.00 |
| Planned Office GSF | 344,887.00 |
| Planned Retail/Active Use GSF | 42,300.00 |
| TOTAL GSF | 387,187.00 |
| GSF OVERAGE ANALYSIS | |
| SUBMISSION OVERAGE | - |
| IF EXEMPT RETAIL | (42,300.00) |
| EXEMPT SUBMISSION OVERAGE | (42,300.00) |

| OPEN SPACE | |
|---|-------------|
| Lot Open Space - New Infill GSF + Existing | |
| Office Lot Open Space INFILL GSF (8:100) | - |
| Retail Lot Open Space INFIL GSF (10:100) | - |
| Existing Lot Open Space Office (8:100) | 4,906.00 |
| Existing Lot Open Space Retail (8:100) | 4,230.00 |
| TOTAL LOT OPEN SPACE REQUIREMENT* ASD | 0.00 |

| *PHASE 2 | | |
|---|--------------|----------|
| Enhanced Open Space | | |
| Enhanced Open Space Plaza Area | PHASE II. | 3,087.00 |
| Enhanced Open Space Terrace | PHASE II. | 4,068.00 |
| Enhanced Open Space Terrace (above MBTA) | PHASE II. ** | 1,400.00 |
| Rooftop Open Space | | |
| Green Garage Enhanced Open Space | PHASE II. | 3,114.00 |

*No open space requirement for individual lots as ASD 53,000 SF is already net.

** Pending further coordination with MBTA

| | |
|---|------------------|
| TOTAL OPEN SPACE PROVIDED | 11,669.00 |
| TOTAL OPEN SPACE OVER REQ. FOR PHASE 2 | 11,669.00 |

REQUIRED 0 (ASD)*
PROVIDED 16,910±SF

RESIDENTIAL BUILDING NORTH (PHASE 3)

| RESIDENTIAL BUILDING NORTH (BLUE GARAGE) | | |
|--|-------------|------------------|
| GSF Allocation | | |
| Infill GSF | | 70,000.00 |
| Innovation Space Transfer GSF | | - |
| Existing GSF | | - |
| TOTAL ALLOCATED GSF | | 70,000.00 |
| Planned Rental GSF | | 68,700.00 |
| Planned Home Ownership GSF | | - |
| Planned Retail/Active Use GSF | | 1,300.00 |
| TOTAL GSF | | 70,000.00 |
| UNIT SIZES (GSF/UNIT) | | |
| # UNITS - RENTAL | 1000sf/Unit | 70.00 |
| # UNITS - HOME OWNERSHIP | 0sf/Unit | - |
| TOTAL # UNITS | 1000sf/Unit | 70.00 |

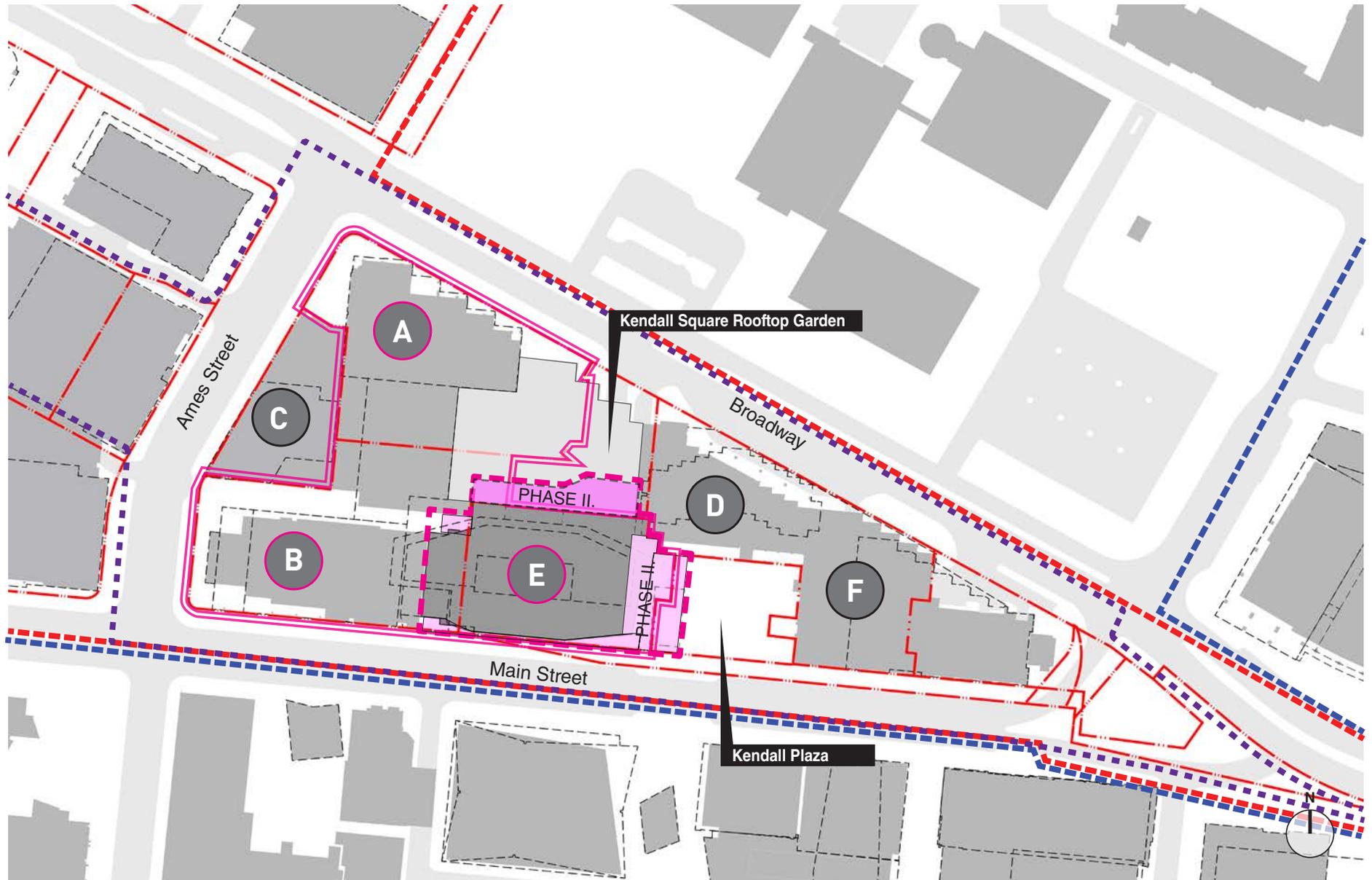
| OPEN SPACE | |
|--|-----------------|
| Lot Open Space - New Infill GSF | |
| Resi Lot Open Space INFILL GSF (8:100) | 5,600.00 |
| Retail Lot Open Space INFIL GSF (10:100) | - |
| Existing Lot Open Space (8:100) | - |
| TOTAL LOT OPEN SPACE REQUIREMENT | 5,600.00 |

| PHASE 3 | | |
|---|------------|----------|
| Track IV -Blue Garage | PHASE III. | 4,647.00 |
| Enhanced Open Space | | |
| Track II -Binney Park | PHASE III. | 7,898.00 |
| Rooftop Open Space | | |
| Track IV -Blue Garage (Residential Amenity Space)** | PHASE III. | 4,700.00 |

** (reference only not required for open space requirement)

| | |
|---|------------------|
| TOTAL LOT OPEN SPACE PROVIDED | 12,545.00 |
| TOTAL OPEN SPACE OVER REQ. FOR PHASE 3 | 6,945.00 |

REQUIRED 5,600±SF
PROVIDED 12,545±SF



- V** Tract/Lot Number
- Phase Boundaries
- Phase II. Combined Lot Boundary

Commercial Building B

- Phase II. Enhanced OS.
- Phase II. Enhanced Rooftop Garden OS. (Green Garage)

- MXD Boundary
- KSURP Boundary
- Ames Street District

3.2 PROPOSED OPEN SPACE - VISION

PARKS: BROADWAY PARK

The existing park is between Broadway and the North Garage and is defined on the east and west sides by the streets that lead to and border the North Garage. The current grading slopes up from the south to north toward the existing parking garage separated from these streets by the grades. The park is further separated from these adjacent streets by the brick walls at the edges of the park. The existing entries to the park are limited to Broadway at the southeast and southwest corners and from the parking garage.

The redesign of the Broadway Park aims to expand the usable space of the park to the east and west toward the proposed new building at 145 Broadway, the existing building at 105 Broadway and the new building entries for residential at the north edge of the park. The expanded park space is expressed in the design with the park paving pattern extended into the adjacent streets, and installed in a flush condition. A change of color and texture, along with a couple of vertical elements along each side of the street, marks the travel ways.

The redesign also makes the park more permeable in response to pedestrian desire lines to and from the East West Pedestrian Connector north of 105 Broadway, and to and from the southeast corner of the park on Broadway toward the northwest. While the park redesign accommodates these pedestrian movements through the space, the redesign, first and foremost aims to make the park a more usable public space with multiple seating options and more ways to program and enjoy the park.



THE CITYDECK GREENBAY



BRYANT PARK



HARVARD YARD



SMITH CARDIOVASCULAR RESEARCH BUILDING



LOOKING ALONG BROADWAY TOWARD BROADWAY PARK



LOOKING ALONG THE WATER BASIN TOWARD THE COMMUNITY TABLE

PARKS: BINNEY PARK

The existing park along Binney Street at the north end of the Blue Garage is defined on the east and west sides by the service roads that flank the Garage. The site is flat and currently has paths that lead to an entry to the existing parking garage. There are crosswalks on the flanking streets leading to the garage that provide a shortcut to the garage from the existing 250 and 300 Binney Street buildings. Currently the open space is used mostly for circulation and not designed as a place to pause and enjoy.

The redesign of the Binney Park aims to make a space that is more green than the Broadway Park but retains the pedestrian circulation through the space. The goal is to also make the space more usable for employees as well as residents. The existing crosswalks at the adjacent streets are retained in response to pedestrian desire lines toward Broadway and the transit station, between 250 and 300 Binney Street and to the new residential and active use areas at the ground level of Residential Building North. The redesign also draws

connections between the existing paved area at the entry to 300 Binney Street and the existing entry at 250 Binney Street. The proposed paving in Binney Park, are concrete unit pavers that are similar, but not identical to existing paving units at 300 Binney Street, to draw continuities along Binney Street in a way similar to the design expression along Broadway. However, the streets along each side of the park, are only in a flush condition at the crosswalk near Broadway.



LOOKING ALONG BINNEY STREET TOWARDS THE RESIDENTIAL LOBBY AND ACTIVE USE



LOOKING ALONG ACTIVE USE TO SCULPTURAL LOUNGE SEATING

CONNECTORS

SIXTH STREET CONNECTOR

The existing Sixth Street Connector is a 12.5' wide path between an alley of mature Oaks connecting from Binney Street to Broadway, which is well used by pedestrians and bicyclists. The path is approximately 12.5' from the existing buildings to the west. A new 10' wide bike path is proposed in the space between the existing path and buildings on the west. This proposed bicycle path aligns with paths to the north on Sixth Street and to the south on Ames Street. The new bike path will be set at the existing grade to reduce impacts on the existing tree roots. The Oaks, as compared to other tree species, can survive some disruption of the root zone. The design team is working with an arborist at Bartlett Trees to evaluate the location and design details of the path to minimize impacts on the existing trees. The East West Pedestrian Connectors cross the new bike path where a change of material, texture and color serves as a warning to pedestrians crossing the bike path.

At a few selected locations where the grading permits, seating will be added between the pedestrian path and bicycle path with crushed stone as a permeable surface over the tree roots. New shade tolerant ground cover planting is between the trees. The lighting is updated with new LED cut off fixtures to enhance safety and the pedestrian experience at night, as well as improve energy efficiency and reduce maintenance costs. The new lights are located in the same location as the existing lights to avoid disturbing the existing tree roots with new conduit.



EAST WEST PEDESTRIAN CONNECTION

There are two East West Pedestrian Connectors in the overall Project area. There is one connector linking the Sixth Street Pedestrian Connector to the East Service Drive and Broadway Park along the parking garage. The second East West Pedestrian Connector links the West Service Drive, to the North of Commercial Building A to the sidewalk along Galileo Galilei Way.

It is anticipated that the East West Pedestrian Connector connecting Broadway Park to the East West Service Drive will have the most significant use, because of pedestrian desire lines leading to and from the Sixth Street Connector to the Broadway Park and the new buildings at 145 Broadway and 135 Broadway. Since this Connector is aligned slightly north of the open space at Broadway Park, it is proposed to add a walkway which angles toward the southwest to accommodate the pedestrian desire line to and from Broadway Park and westward. Other than this addition, the balance of the path is in the same alignment as the existing path in the Connector.

The East West Pedestrian Connector will also be designed to accommodate short term bicycle parking for the residential building to the west. This location, slightly more than 50' from the entries, will allow the Broadway Park to accommodate pedestrian use rather than taking up park space with bicycle parking. If possible, linear rain gardens will be water receiving landscapes along the path as one part of the storm water strategy.

The alignment of the path of East West Pedestrian Connector on the west side is adjusted to shift northward, away from the ramp down to the parking garage at 145 Broadway. This allows planting between the path and the ramp. New planting of small trees and ground cover is located along the 5' wide path. If possible, a portion of the landscape will function as a water receiving landscape.

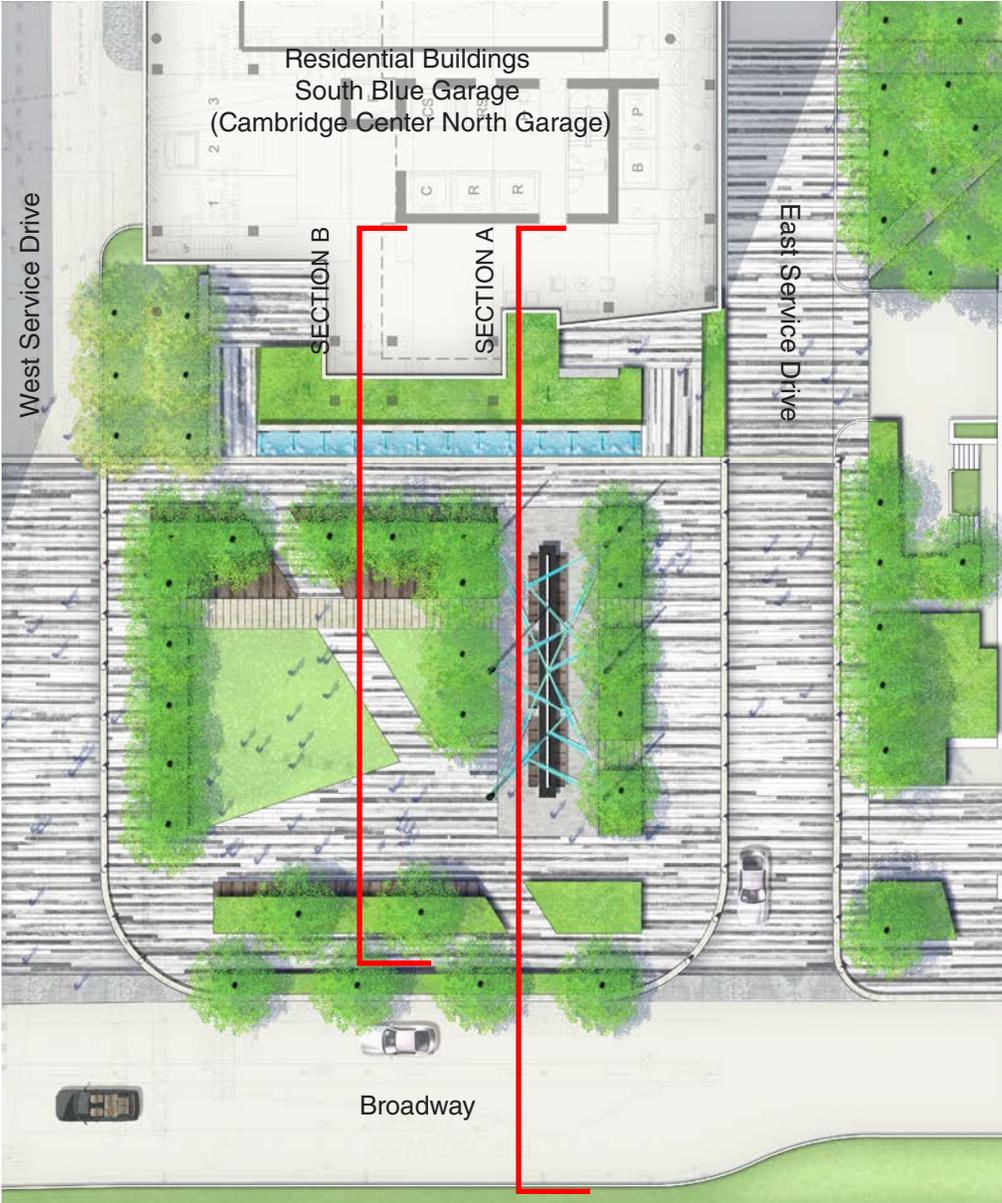
Each of the East West Pedestrian Connectors will have new LED lighting in cut off fixtures to enhance safety and the pedestrian experience at night, as well as improve energy efficiency and reduce maintenance costs.

CONSTRUCTION STATUS OF THE 6TH STREET CONNECTOR ON 08/30/2018



LOOKING NORTH ALONG THE 6TH STREET CONNECTOR

3.2 PROPOSED OPEN SPACE - PLANS



BROADWAY PARK



BROADWAY PARK SECTION A



BROADWAY PARK SECTION B

3.2 PROPOSED OPEN SPACE - PLANS



BINNEY PARK



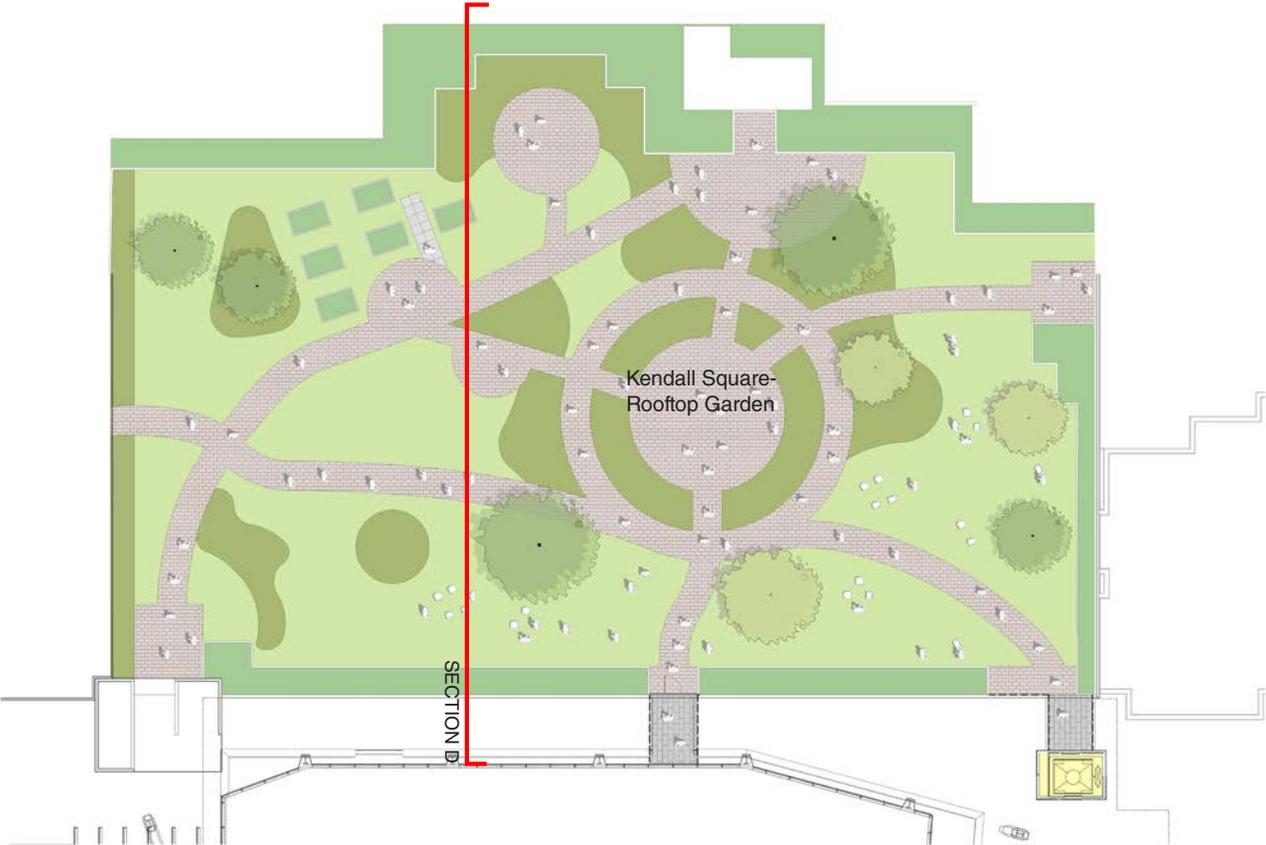
BINNEY PARK SECTION A



BINNEY PARK SECTION B

3.2 PROPOSED OPEN SPACE - PLANS

KENDALL SQUARE ROOFTOP GARDEN



KENDALL SQUARE ROOFTOP GARDEN SECTION D

325 MAIN STREET (COMMERCIAL BUILDING B)

The streetscape along Main Street in front of the Project was very recently thoughtfully redesigned and renovated by the City of Cambridge and includes street trees, traditional and sculptural benches, bike parking hitches and other street furniture as documented in the following pages. Per discussions with the Cambridge Department of Public Works, before beginning construction, 325 Main Street will remove and protect the street furniture and remove and replant the existing eight (8) street trees at another appropriate jointly-agreed upon location. At the Project's completion, the street furniture and existing paving will be restored to its current condition and eight (8) replacement street trees will be planted in kind on Main Street.

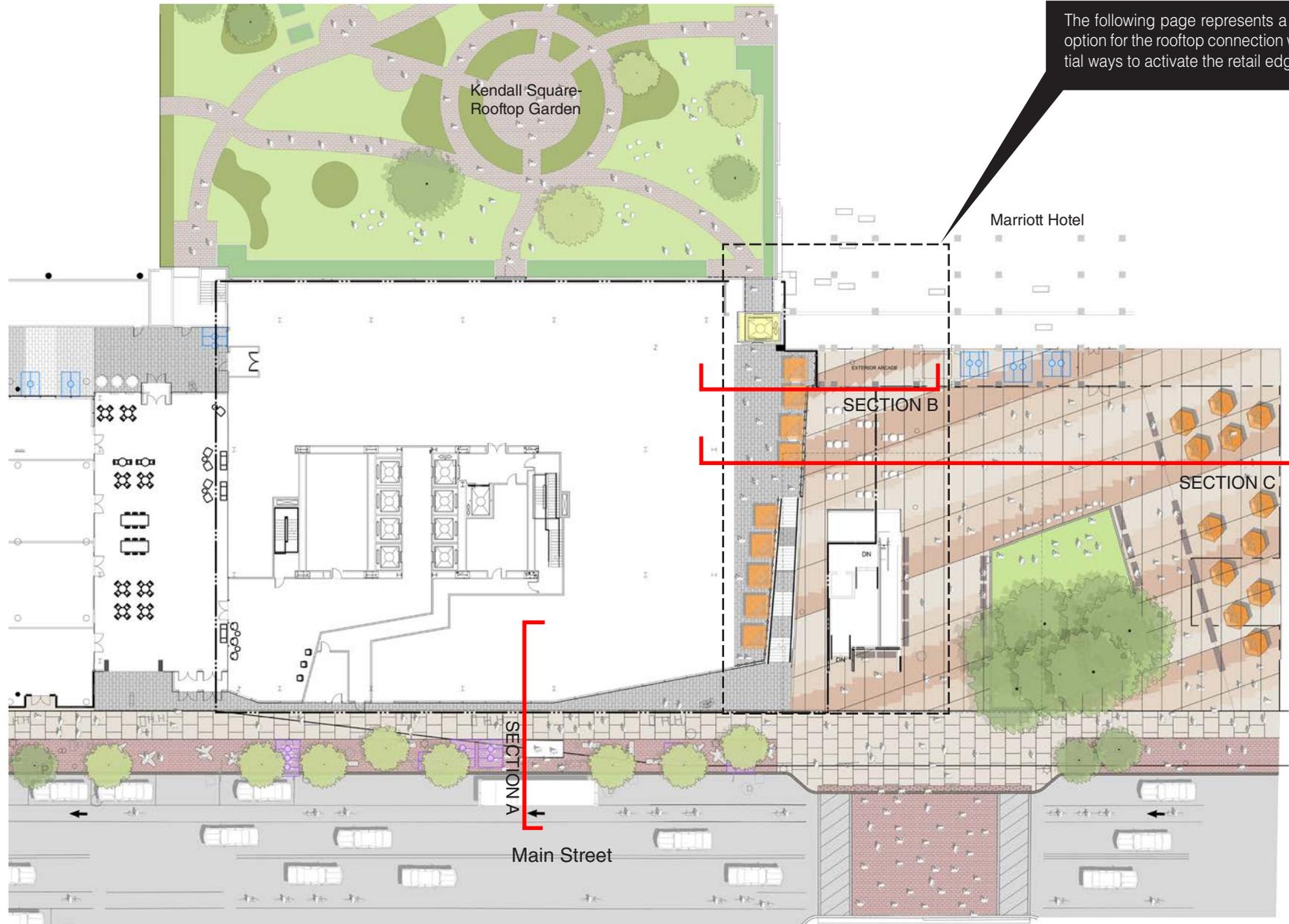
KENDALL PLAZA

The existing Kendall Plaza was most recently renovated in 2012 and primarily serves as a major circulation element through and around Kendall Square, a connection point between MIT and the surrounding neighborhood and an access point to the MBTA Red Line Outbound Headhouse. The plaza is flanked by retail along its east side, retail and the MBTA Headhouse on its west side, the Marriott hotel lobby to the North, and Main Street to the South. In addition to serving as a public gathering space for Farmer's markets and other community events, Kendall Plaza features passive green space as well as moveable seating, promoting enjoyable public interaction and community engagement. With the redevelopment of 325 Main Street, the Project will significantly upgrade the public experience in Kendall Plaza through a revitalized two-story retail edge along its west side as well as aesthetic and minor functional upgrades to the existing MBTA Outbound Headhouse. Additionally, the Project will create a new pedestrian connection from Kendall Plaza to the Kendall Square Rooftop Garden, facilitating public access and enhancing visual and physical connections between these two important public spaces and the visual activation of Kendall Plaza. These improvements will all serve to augment Kendall Plaza's role as a central hub of activity, neighborhood connector and transportation access point, further reinforcing Kendall Plaza as the center of Kendall Square.

KENDALL SQUARE ROOFTOP GARDEN

The existing Kendall Square Rooftop Garden sits on the roof level of the Green Garage and is accessible to the public via elevators and stairwells on the Garage's north side along Broadway and the Garage's south side off Pioneer Way. With the redevelopment of 325 Main Street, the Project will deliver a new, highly visible and accessible pedestrian connection from Kendall Plaza up to the Kendall Square Rooftop Garden through a combination of publicly-accessible stairs, pathways and an elevator. This new feature will not only serve to connect two previously disconnected public spaces, but will also encourage increased public enjoyment of the Kendall Square Rooftop Garden. In addition, as shown in the following plans and sections, some planting materials will be replaced, an existing path will be reconstructed to provide accessible access to the new elevator and a new path will be built to provide access for the office tenant of the 325 Main Street building.

3.2 PROPOSED OPEN SPACE - PLANS



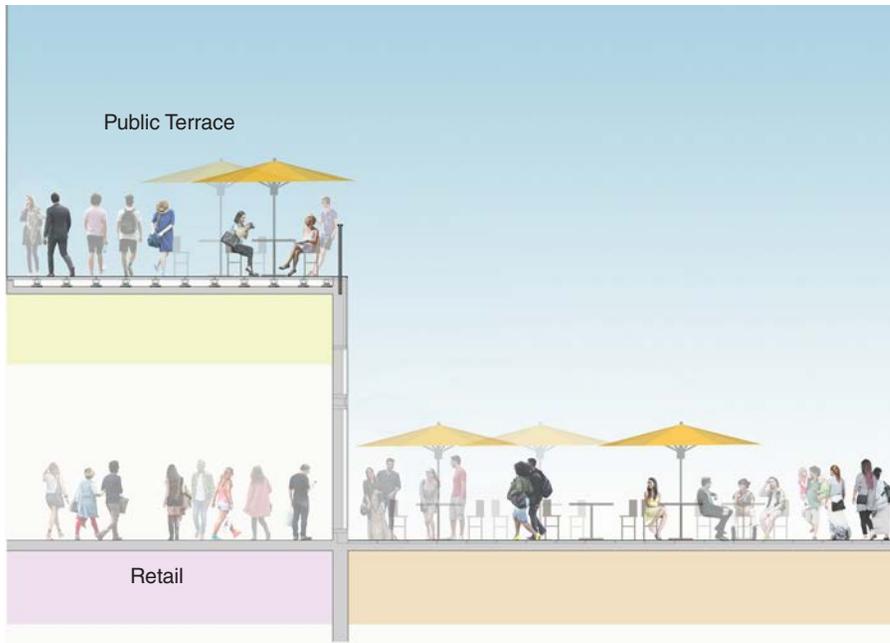
The following page represents a concept development option for the rooftop connection which illustrates potential ways to activate the retail edge of the development

KENDALL PLAZA AND MAIN STREET STREETScape

- Proposed Bike Parking
- Existing Bike Parking



KENDALL PLAZA SECTION C



KENDALL PLAZA SECTION B



MAIN STREET SECTION A

3.2 PROPOSED OPEN SPACE - PLANS



PRECEDENTS FOR ROOFTOP CONNECTOR

These precedents represent ways in which the design can evolve to connect Kendall Square Plaza with the Kendall Square Rooftop Garden, through a sequence of terraces that extend the vegetation from the Kendall Square Rooftop Garden out to Main Street



ROOFTOP CONNECTOR CONCEPT DEVELOPMENT



3.2.1 PUBLIC PROGRAMMING

MXD DISTRICT PUBLIC PROGRAMMING

The redesign of Broadway Park and Binney Park in addition to improvements made along the western edge of the Kendall Plaza create new open space programming opportunities in the MXD District. Broadway Park is at a highly visible location near the center of the MXD District and is envisioned as a key gathering space for employees, residents and visitors. The expanded Broadway Park has a small flexible lawn area and a contiguous paved area which could be the setting for community events such as performances, outdoor cinema, temporary public art installations, market, and other events and gatherings. The community table in Broadway Park is envisioned being used for outdoor dining, as a meeting place, board game table, outdoor classroom as well as other possible programmed events. Existing Binney Park, at the northern edge of the MXD District, is currently a small green space with paths to the parking garage. With new active ground floor uses planned for the edge of Binney Park, the park is envisioned as a more usable public space. There is an expanded range of seating places, including colorful structures that support netting and may be used as informal and relaxing seating structures, appealing to adults as well children. These unique seating structures could be used by employees during the weekday and be used as play structures at other times. Programming at the existing, recently renovated Kendall Plaza will be enhanced primarily through the re-conception of its western, edge containing more direct retail frontage, an open, vertical connection to the Kendall Square Rooftop Garden and aesthetic improvements to the MBTA Outbound Headhouse.

These programming opportunities complement the current programming initiatives that are underway in the MXD District at the Kendall Plaza on Main Street and the Kendall Square Rooftop Garden above the Green Garage. Programming in these spaces is focused on creating engaging opportunities for all communities including office workers, residents, students, visitors within Kendall Square to connect and interact. Ongoing events on Kendall Plaza include a seasonal farmer's market on Kendall Plaza, concerts with both Cambridge institution Club Passim and Berklee College of Music, and participatory community art projects and performances with the Community Art Center and the Multicultural Arts Center. In addition, temporary public art installations are sourced annually for the Plaza and include a sidewalk mural in collaboration with the Cambridge Science Festival this spring, as well as an upcoming collaboration with local non-profit Now + There. Programming on the Kendall Square Rooftop Garden includes free fitness programming, cooking demonstrations and tastings, urban gardening workshops and available lawn games. Both spaces are programmed with cushions for easy, portable seating and participate in programs through the KSA, including hosting libraries as part of the Kendall Reads promotion. Partnerships with local non-profits enhance activities in these spaces and provide valuable exposure for local community groups and an opportunity for office customers to participate in the community around them.

PUBLIC PROGRAMMING ELEMENTS

| | | Potential day activity | Potential night activity |
|----------|--|------------------------|--------------------------|
| A | BROADWAY PARK | | |
| | Outdoor Community Table (Multiple Collaboration Spaces) | X | |
| | Outdoor Seating (Individual, Small and Larger Groups) | X | |
| | Digital WIFI Connection | X | X |
| | Lawn Games | X | |
| | Food Trucks / outdoor dining / moveable table and chairs | X | |
| | Yoga / Boot Camp / Tai Chi | X | |
| | Bike Sharing Station | X | |
| B | 6TH STREET CONNECTOR | | |
| | Outdoor Seating (Collaboration Space) | X | |
| C | BINNEY PARK | | |
| | Outdoor seating (Individual, Small and Larger Groups) | X | |
| | Interactive Lounge Seating | X | X |
| D | GRAND JUNCTION | | |
| | Outdoor Seating (Collaboration Space) / Bike Path | X | X |
| E | BINNEY STREET PARK | | |
| | Dog Park / Bike Path | X | |
| | Public Restrooms | X | |
| F | KENDALL PLAZA | | |
| | Outdoor seating (Individual, Small and Larger Groups) | X | X |
| | Summer Concerts | X | X |
| | Public Markets | X | |
| | Temporary Public Art Installations | X | X |
| | Outdoor dining / moveable table and chairs | X | X |
| | Community Partner Programming | X | X |
| G | KENDALL SQUARE ROOFTOP GARDEN | | |
| | Outdoor Seating (Individual, Small Groups) | X | |
| | Urban Gardening Workshops | X | |
| | Yoga / Quiet Oasis Space / Reading / Meditation | X | |
| | Public / Private Programmed Events | X | X |
| H | GALAXY PARK (POINT PARK) | | |
| | Outdoor Seating and Gathering / Sculpture Park | X | X |
| I | ROGERS STREET PARK | | |
| | Outdoor Seating / Water Play / Sledding Hill / Bike Loop | X | |
| J | EAST WEST CONNECTOR / EAST WEST CONNECTOR | | |
| | Outdoor seating (Individual, Small Groups) | X | X |
| | Bike parking | X | X |

